TERMINAL CHART NOTAMS

Chart NOTAMs for Airport UEEE

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Ufn twy A closed.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(16-1) Ufn IAP 2 NDB rwy 05R MDA(H) raised to 740'(418'), CAT C RVR 1800m, VIS 2000m.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Eff 13 MAR PAPI rwy 23L changed to PAPI-L, PAPI-L rwy 05R installed.

Airport Information

UEEE (Yakutsk)

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General Info

Yakutsk, RUS

N 62° 05.6' E129° 46.3' Mag Var: 15.7°W

Elevation: 325'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+9:00 uses DST

Runway Info

Runway 05R-23L 11155' x 197' asphalt

Runway 05R (53.0°M) TDZE 322' Lights: Edge, ALS, Centerline Runway 23L (233.0°M) TDZE 315' Lights: Edge, ALS, Centerline, TDZ

Communications Info

ATIS 126.2 Non-English Yakutsk Start Tower 120.0 Yakutsk Taxiing Ground Control 121.7 Yakutsk Approach Control 129.3 Yakutsk Krug Radar 120.3

Notebook Info

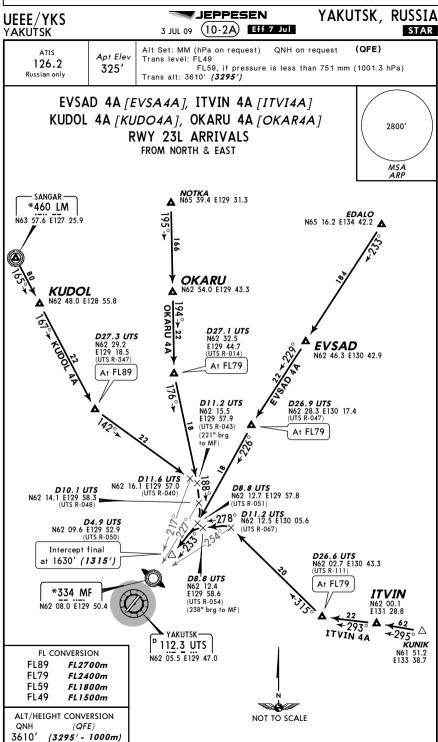
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YAKUTSK, RUSSIA JEPPESEN **UEEE/YKS** 10-2 Eff 7 Jul YAKUTSK STAR (QFE) Alt Set: MM (hPa on request) QNH on request ATIS Apt Elev Trans level: FL49 126.2 325' FL59, if pressure is less than 751 mm (1001.3 hPa) Russian only Trans alt: 3610' (3288') EVSAD 2A [EVSA2A], ITVIN 2A [ITVI2A] KUDOL 2A [KUDO2A], OKARU 2A [OKAR2A] 2800' RWY 05R ARRIVALS FROM NORTH & EAST SANGAR-*460 LM N65 39.4 E129 31.3 N63 57.6 E127 25.9 **EDALO** N65 16.2 E134 42.2 A OKARU ▲ N62 54.0 E129 43.3 KUDOL N62 48.0 E128 55.8 **D27.1 UTS** N62 32.5 **EVSAD** N62 46.3 E130 42.9 E129 44.7 (UTS R-014) At FL118 D27.3 UTS N62 29.2 E129 18.5 D26.9 UTS N62 28.3 (UTS R-347) At FL89 At FL118 NOT TO SCALE *685 V 1 038° to ARP within 4.3 NM do N62 04.4 E129 44 not fly east below 2290' (1968'). **D26.6 UTS** N62 02.7 E130 43.3 *334 VD N62 03.2 E129 42.6 (UTS R-111) At FL108 YAKUTSK— **D7.8 UTS** N61 59.4 E129 36.6 112.3 UTS **ITVIN** N62 05.5 E129 47.0 N62 00.1 E131 28.8 Intercept final at 2620' (2298') √295° △ KUNIK N61 51.2 FL CONVERSION N61 55.5 E129 34.3 FI 118 FL3600m D10.9 UTS FL108 FL3300m At 2620' N61 55.1 E129 40.3 (UTS R-213) FL89 FL2700m (2298')FL59 FL1800m FL49 FL1500m D12 UTS N61 54.3 E129 37.9 ALT/HEIGHT CONVERSION (UTS R-217 (QFE) At 2620' 3610' (3288' - 1000m) (2298')(2298' - 700m) 2290' (1968' - 600m)

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CHANGES: LOMUK replaced by KUNIK.

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YAKUTSK, RUSSIA JEPPESEN UEEE/YKS YAKUTSK (10-2B) STAR Alt Set: MM (hPa on request) ATIS Apt Elev 126.2 325' FL59, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610' (3288') Russian only EKLAR 2A [EKLA2A], KOVIM 2A [KOVI2A] LEVKI 2A [LEVK2A], ODMIR 2A [ODMI2A] PODIG 2A [PODI2A], UBORA 2A [UBOR2A] **RWY 05R ARRIVALS** FROM SOUTH & WEST At 2620' (2298') **LAR** 18.9 E129 19.4 At 2620' (**2298**') **←**610 55.2 FL98 **KOVIM** N61 25.1 E128 50.2 UBORA N67 15.8 E124 27.0 A 128 **LEVKI** N61 51.1 E128 08.1 FL 98 FL 89 FL 79 FL 69 FL 69 FL 69 FL 49

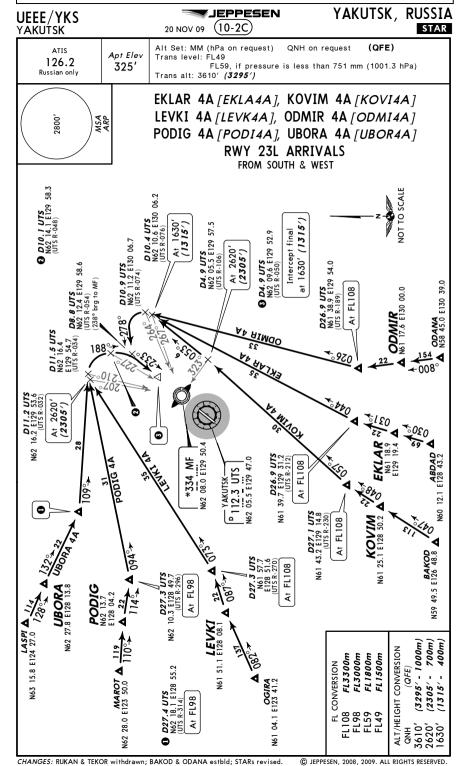
CHANGES: RUKAN & TEKOR withdrawn; BAKOD & ODANA estbld; STARs revised.

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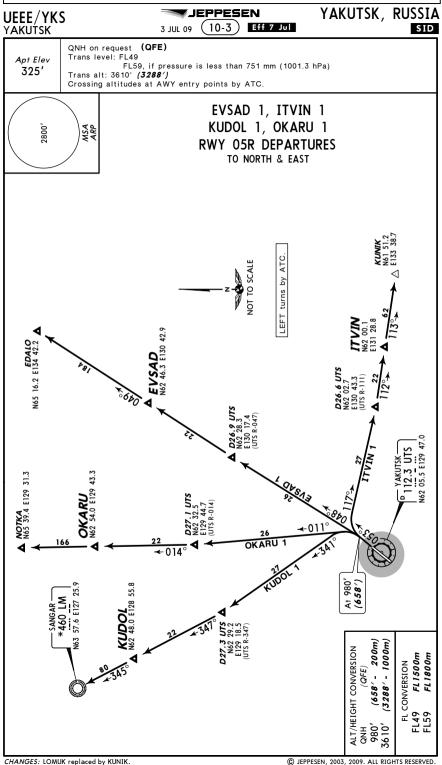
YAKUTSK, RUSSIA #JEPPESEN UEEE/YKS YAKUTSK 23 MAY 08 (10-2D) Eff 5 Jun STAR Alt Set: MM (hPa on request) Trans level: FL49 (QFE) QNH on request ATIS Apt Elev 325' 126.2 FL59, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610' *(3295')* Russian only KUDOL 4B [KUDO4B] LEVKI 4B [LEVK4B] PODIG 4B [PODI4B] UBORA 4B [UBOR4B] **RWY 23L ARRIVALS** CAT A & B N62 29.2 E129 18.5 A+ FL89 ALT/HEIGHT C QNH 3610' (329 1630' (131 FL108 FL98 FL89 FL59 FL59 N62 18.1 E128 55.2 A+ FL98 N61 57.7 E128 51.6 (At FL108)

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CHANGES: New chart.

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YAKUTSK, RUSSIA **JEPPESEN** UEEE/YKS YAKUTSK (10-3A) Eff 7 Jul SID 3 JUL 09 QNH on request (QFE) Trans level: FL49 FL59, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610' (3295') Apt Elev 325' Crossing altitudes at AWY entry points by ATC.
 Take-off between 1300-2000Z shall be executed in accordance with noise abatement procedures according to Flight Operation Manual. The initial turn shall be made at 2.2 NM from ARP or at 2290' (1975'). EVSAD 3, ITVIN 3 KUDOL 3, OKARU 3 **RWY 23L DEPARTURES** TO NORTH & EAST (1975' - 600m) (3295' - 1000m) ALT/HEIGHT CONVERSION QNH 2290' (1975' - 600m) 3610' (3295' - 1000m) ① 218° from ARP within 4.3 NM do not fly east below 2290' (1975'). **EDALO** 16.2 E134 42.2 **NOTKA** N65 39.4 E129 31.3 **OKARU** N62 54.0 E129 4 **←** 014° KUDOL 3

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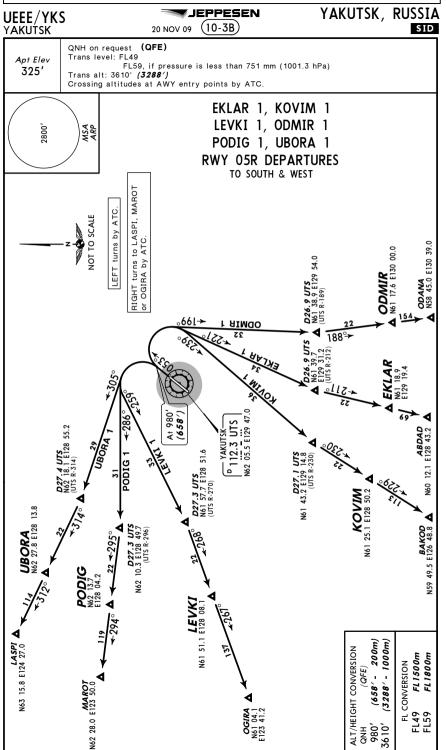
CHANGES: LOMUK replaced by KUNIK.

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YAKUTSK, RUSSIA **JEPPESEN UEEE/YKS** (10-3C) YAKUTSK 20 NOV 09 SID QNH on request (QFE) Trans level: FL49 FL59, if pressure is less than 751 mm (1001.3 hPa) Apt Elev Trans alt: 3610' (3295') 325' 1. Crossing altitudes at AWY entry points by ATC. 2. Take-off between 1300-2000Z shall be executed in accordance with noise abatement procedures according to Flight Operation Manual. The initial turn shall be made at 2.2 NM from ARP or at 2290' (1975').EKLAR 3, KOVIM 3 LEVKI 3. ODMIR 3 PODIG 3, UBORA 3 **RWY 23L DEPARTURES** TO SOUTH & WEST MAROT 188°> **UBORA** 162 27.8 E128 13.8 **PODIG** N62 13.7 E128 04.2 **LEVKI** N61 51.1 E128 08.1 NVERSION **FL 1500m FL 1800m LASPI** 15.8 E124 27.0

CHANGES: RUKAN & TEKOR withdrawn: BAKOD & ODANA estbld: SIDs revised.

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UEEE/YKS
YAKUTSK

YAKUTSK

YAKUTSK, RUSSIA

NOISE ABATEMENT

GENERAL

Noise abatement procedures during take-off and approach phases shall be carried out by crews of all aircraft from 1300-2000 Z. Deviation from these procedures may be permitted for flight safety reasons or if these procedures do not comply with the Aircraft Flight Manual for specified aircraft.

Engines running and warming shall be carried out on specified sites.

ARRIVALS

During approach to runway 05R/L, up to 11.3 NM to touchdown proceed at not less than 3280' (2955'-900m) and at aerodrome traffic circuit speed with wing devices and gear set into enroute position.

At 11.3 NM descend to 2630' (2305'-700m).

Before touchdown lower gear and wing devices into intermediate position at 15° - 30° . While descending to 1640' (1315'-400m) maintain 155-160 KT (\pm 15 KT), but not less than that established by the Aircraft Flight Manual. At 1640' (1315'-400m) the crew shall finish to set flaps into landing position and set up speed of final approach taking into account aircraft landing mass.

Finishing of setting flaps into landing position and of aircraft stabilization shall be completed before crossing LOM.

DEPARTURES

During take-off and climbing phase:

Take-off power of all engines

take-off flaps

climb at $V_2 + 10-20 \text{ KT}$

At 660' (335'-100m) to turns shall be carried out with 15° bank

990' (665'-200m)

At 990' (665'-200m) or above turns shall be carried out with 25° bank

At 1810' (1485'-450m) engine power shall be reduced to nominal maintaining

positive speed of climb

At 1810' (1485'-450m) to $\frac{1}{2}$ climb at $V_2 + 10-20$ KT

3280' (2955'-900m)

CHANGES: New page.

At 3280' (2955'-900m) Accelerate smoothly to enroute climb speed with flap

retraction on schedule

Further climb shall be carried out at a speed recommended by the Aircraft Flight Manual

Taking into account aeronautical and meteorological conditions, runways 05R/L are preferential. When runways 23L/R are used, CAT C and D aircraft shall carry out take-off from the beginning of the runway according to noiseless take-off procedures recommended by the Aircraft Flight Manual.

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UEEE/YKS Apt Elev 325' N62 05.6 E129 46.3 YAKUTSK, RUSSIA ↓ JEPPESEN 23 NOV 07 (10-9) YAKUTSK ATIS *YAKUTSK Taxiing (GND) *Start (TWR) 126.2 121.7 120.0 Russian only Stands 26 thru 29A ∆⁴⁹⁵′ available for helicopters. Stands 35 thru 36A available for run-up. NOT TO SCALE No91 PARKING POSITIONS COORDINATES STAND 0 thru 2 N62 05.1 E129 45. MET Taxiing along twy C shall be carried out on inner engines idle thrust at minimum speed. Birds. TML Meters 0 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS

— LANDING BEYOND — RWY Threshold Glide Slope TAKE-OFF WIDTH 05R HIRL (60m) CL (15m) ALS RVR 197' 10,183' *3104m* 60m 23L HIRL (60m) CL (15m) HIALS-II TDZ PAPI RVR TAKE-OFF AIR CARRIER (JAA) All Rwys LVP must be in force RCLM (DAY only) RCLM (DAY only) RL & CL 200m (150m) 250m 400m 250m (200m) 300m

CHANGES: Lights. Minimums.

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UEEE/YKS

CHANGES: Take-off minimums.

23 NOV 07 (10-9X)

JAA MINIMUMS YAKUTSK, RUSSIA YAKUTSK

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STRAIGHT-IN RWY		Α	В	C	D
05R	NDB	670 ′(348′)	670 ′(348 ′)	670 ′(348 ′)	670 ′(348′)
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
23L	ILS	515 ′(200′)	515 ′(200′)	515 ′(200′)	515 ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC		NOT AUTHORIZED		
	NDB	640 ′(325′)	640 ′(325′)	640 ′(325′)	640 ′(325′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 05R, 23L								
	LVP mu	st be in force	1					
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)				
A B C	200m	250m	400m	500m				
D	250m	300m						

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CHANGES: Procedure.

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YAKUTSK, RUSSIA JEPPESEN UEEE/YKS 27 FEB 09 (11-1) ILS or 2 NDB Rwy 23L YAKUTSK *YAKUTSK Start (TWR) *YAKUTSK Approach *YAKUTSK Krug (Radar) ATIS 126.2 129.3 120.3 120.0 121.7 GS LOC ILS IMF LOM DA(H) Final *111.7 1037' (722') 515' (200') Apt Elev 325' Apch Crs 2800' Minimum Alt NDB 233° RWY 315 D4.9 UTS MDA(H) *334 640' (325') 1630′ (*1315′*) MISSED APCH: Climb on 233° to 2290' (1975'), then turn LEFT onto MSA 053° climbing to 2620′ (2305′), then according to chart. Alt Set: MM (hPa on reg) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3610'(3295') ^ 879′ 1 FL 59, if pressure is less than 751 mm (1001.3 hPa). D8.8/ R-054 UTS 278° 233° *111.7 IMF 764' D10.4/R-076 UTS 62-10 *334 MF at 1630'(1315') D4.9 *685 M YAKUTSK-(H) 112.3 UTS 2 038° TO ARP WITHIN 4.3 NM DO NOT FLY EAST BELOW 2290' (1975'). 1270′ 130-10 ALT/HEIGHT CONVERSION (QFE) 3610' (3295' - 1000m) (2305' - 700m) **₼**1115′ 2290' (1975' - 600m) at 2620' (1315' - 400m) 1630' (2305') 1040' (725' - 220m) 62-00 (235' - 70m) 550' 129-40 129-50 130-00 NDB apch: Pass LMM not below 550/235'). LOM **D4.9** UTS **LMM** GS1037'(722') 1630 GS 545'(230') (1315')NDB 1040'(725') RWY 23L315' Gnd speed-Kts 70 90 100 120 140 160 HIALS-II 2290' 2620′ (**2305**′) 053° (1975/ 233° ILS GS 3.00° or 377 485 539 647 862 755 PAPI NDB Desc Grad 5.2% STRAIGHT-IN LANDING RWY 23L ILS LOC (GS out) DA(H) 515'(200') MDA(H) 640'(325') ALS out ALS out RVR 1500m 1200m VIS 1600m RVR 550m NOT 1200m AUTH VIS 800m RVR 1500m VIS 1600m

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